

Aviation News

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NOVEMBER 29, 1943



"Lightning" Producer: Robert E. Gross, president of Lockheed Aircraft Corp., and director of the vast production expansion program to meet accelerated demands for the P-38 Lightning long-range fighter which has distinguished itself in combat. New and important subcontractors are being added.

Renegotiation Foes Gain in Committee

Report provides for appeal of decisions to U. S. Tax Court; minimum to be raised from \$100,000 to \$500,000.....Page 9

Industry Eyes Capital Reconversion Moves

Nelson, Byrnes or Wilson expected to be selected to head government efforts in shifting to peacetime basis.....Page 20

Airlines Face Rails' Traffic Challenge

Railway Age survey reveals great program to speed services, cut fares, improve coach comforts in bid for postwar traffic....Page 7

AAF Supplies in China Remain Major Problem

Commentator sees no great air offensive in China until Allies recapture Rangoon and reopen Burma Road.....Page 16

Reserve Bank Analyzes Transport Future

Survey forecasts that streamlining and modernizing of ground systems will keep much of anticipated new traffic out of the air. Page 25

Unification Steps Seen in Chamber Meeting

Some progress toward reorganization of Aero Chamber is expected, despite delay in working out details.....Page 13

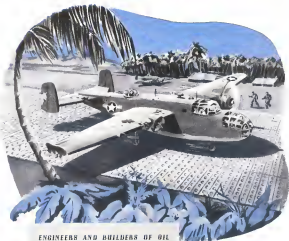
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HYDRAULIC EQUIPMENT SINCE 1921

THE AVIATION NEWS

Washington Observer

NO CONTEST—The proponents of private flying and those of scheduled air transport differ in their feelings on the Lee Bill. In the opinion of sage observers in Washington the object of both should be to get people up in the air in the strict sense of the phrase.

PULLING TOGETHER—Both of these groups of exalted gentlemen are right. A study of the situation shows that to date they have not had an opportunity to see eye to eye. If the transport group is trying to stifle private flying—which it isn't—or if the proponents of private flying are trying to discourage people from flying in numbers—which they are not—then there is a quarrel. But neither has said anything to support these views despite various statements of their common enemies. It is the view of sound aviation people that these two groups can and should get together for their mutual good, working toward their common aim, which is to get America into the air when peace comes.

AAF SURPLUSES—AAF officers knew before they issued a unique catalog of surplus materials for sale that competitors would be made. If they kept the goods in stock they would be charged with hoarding. If they put them on the market it was a check that some manufacturer would complain about GI competition—which indeed happened. If they kept the goods until peace came, Congress might have said that the excess stocks should have been sold earlier at prevailing prices. The 22-page catalog, printed in color, offers 561 items like fuel tanks, gas hoses, movie projectors, air compressors, tools, pumps, clothing, glass, crows and other items. Prices are not quoted; purchase is by negotiation. Some of the products are no longer required because of strategic and technical changes in the war; some are militarily obsolete. Most are offered for industrial use. Somewhere in this brief outline is a lesson for war contractors.

HENRY FORD'S PLANS—Recent announcement by Henry Ford that he plans to build transport planes in the Willow Run plant after the war was greeted with some skepticism by several automotive observers who believe that aviation competition will be pretty formidable in the transport plane market and that it is more likely Willow Run will be used either for automobile or light plane production.

POST-WAR PLANNING—It is the opinion of a high authority in Washington whose views will weigh heavily in the determination of post-war plans, that the same government agencies that established the action for war should decentralize it for peace. This authority holds that government-owned plants should be sold at a fair price and that under no circumstances should the government operate any of them. He holds further that there will be enough demand in the world for all surplus materials and that they can be judiciously disposed of without harming either manufacturers or labor.

PRECISION FLYING—The Vought-Sikorsky Kingfisher, which has done postman duty ever since Pearl Harbor, with aerial recognition, went up with some of her fellows the other day and gave this remarkable demonstration of almost clock to clock flying. The Kingfisher, also known as the OS2U, demonstrates something



out of the ordinary in aerial maneuvers and reminds us of the Kingfisher which won at Pearl Harbor and tried to fly and fight again.

GRASSHOPPER PILOTS—The battle between the Army Air Forces and the Army Ground Forces over control of pilots of liaison

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November 29, 1947

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MANPOWER—War plants generally are finding it necessary to hire 17 workers monthly to get a net increase of three for every 100 employed. Statistics seem to indicate that workers are not being hired fast enough generally to replace those leaving. There is a good prospect that war production will be hampered unless the trend is reversed and Washington officials are convinced some action

AIR WACS—Even aviation people sometimes forget the contributions which the WACS are making to aviation. For example, here is the first of some 500 WAC technical and administrative personnel to begin work at Wright Field, near Dayton. Sgt. Mary Jane Carr, is assigned

to live at Haffner, Ohio and was transferred to Wright Field from Beakley.

SUBCONTRACTING—New plans have gone out from the War Production Board to war manufacturers urging them to place their subcontractors in the less critical labor areas. This new plan is another attack on the manpower problem which still remains the principal obstacle to increased production, although Washington officials continue to insist that better labor utilization will go far toward a solution.

INDUSTRY LOCATION—The National Resources Planning Board has prepared a most interesting report on the location of industry in the United States. The studies are primarily concerned with a review of the various factors that influence plant location decisions and which, therefore, are shaping the geographic pattern of American industry. The report, "Industrial Location and National Resources," is available from the Superintendent of Documents, Washington, D. C., for \$1.50.

HELP WANTED—To accomplish the aircraft production now scheduled for the industry, it is estimated that the peak employment requirements of the manufacturers of airplanes, airplane engines and propellers will be 1,550,000 employees. In addition, the many subcontractors and suppliers who are of the highest importance in maintaining aircraft production are estimated to require over 1,400,000 employees, making a total for the entire industry of 3,000,000. Many Washington officials look to the hiring of more women to ease the situation.

THE BRITISH "YORK"—Britain's new 36- to 38-seat airliner, known as the York, recently flew from Montreal to England in 10 hours and 25 minutes, an average of 213 miles an hour. Little is known of the "York's" design, except that it utilizes the wings and power units of a "Lancaster" bomber. Efforts to obtain additional data have been met with the response that no information is being given out on instructions from the British Air Ministry.

GUNS WITH WINGS—Fire power developments which have been reported from time to time from Wright Field indicate that "literally we are designing guns and putting wings on them." Somebody in an aircraft plant the other day, looking at a complete model remarked that "it seems an awful lot of work just to carry a few guns, but it's worth it."

to the microelectronics equipment laboratory as a soldering technician. She's been a member of WAC for about eleven months and in civilian life, prior to enlistment, was a cashier. She used

a large percentage of the 80 billion passenger miles they expect to run up in 1945—more than 50 percent above the 1942 total—was due to troop movements.

The airlines, deprived of a large share of their equipment when the war began, have a passenger mile expectancy for 1943, and one air traffic expert is commanding on the survey, of 13 billion—3 or 6 percent over the 1942 figure. Rail lines, on the other hand, not only did not lose equipment but were even permitted to complete that started in 1941.

► **Rehabilitate**—This source contemplates a reshuffling of the passenger market after the war, with the large proportion of that type of traffic which has been the so-called pull-in class turning to the air.

One rail development seen as a threat to the airlines is a coach sleeper, a car of revolutionary design in which only four have been built and equipped. These, however,

were used for a time between New York and Chicago with impressive results.

► **New Bid for Passengers**—This observer pointed out that although only eight or nine of the railroads have had a major interest in passenger traffic in the past, the interest is growing, and the industry is in a rapidly improving financial position to better its equipment.

The item of interest was cited as one to which the airlines definitely must give consideration if people are going to fly in large numbers. First class of air travel may yield to economy, and this will be particularly true as overseas planes. Furthermore, because frequency of service and maximum load factor will be heavy factors in this type of operation, larger planes, where passenger density would be at a maximum, probably will not be practical for several years after the war. A 60-passenger plane was forecast as the limit in size of frequency of

service and economy are to be maintained.

British Convert Bomber to Airliner

Avro York is modified version of commercial Lancaster used by Trans-Canada in Atlantic Service.

The Avro York, Britain's commercial transport version of the Lancaster, is more of a modification of that famous bomber than is the commercial Lancaster Trans-Canada Air Lines uses to fly official passengers and mail across the Atlantic.

British information sources say the Canadian plane is a singular adaptation of the bomber, which is being built at government-owned Victory Aircraft, Ltd., near Toronto. The British ship, on which details have just been announced, is a complete modification.

► **Four Engines**—**Monoplane**—An airplane designed for the York as a high-wing four-engine monoplane (wing span 209 ft.; over-all height 35 ft.), powered by four Rolls-Royce Merlin liquid-cooled engines. External differences between the York and the Lancaster is the main are shape fuselage and the York's triple tail unit.

Carbon Steel 'Tight'

Iron is only difficult raw material, Krug asserts.

WPA's Controlled Material Plan in given credit in a statement by J. A. Krug, who says of the steel-controlled funds, carbon steel remains the only difficult raw material. While some carbon is used in the manufacture of aircraft, alloy steel, not the bottleneck item, is utilized to far greater quantities.

The WPA Requirements Committee, of which Krug is chairman, has completed the task of allocating available materials military and civilian agencies for the first quarter of 1944. He indicated that a sufficient quantity of alloy steel, aluminum and copper to insure completion on time of all essential programs will be on hand.

► **Certain Factors Tight**—"Although certain forms of copper and aluminum are tight, this situation represents fabricating difficulties and not over-all shortages in these metals," Krug asserted that some 14,570,000 tons of carbon steel will be needed during the first three months of the coming year.

BRITAIN'S NEW AVRO YORK IN FLIGHT:

This late picture of the York, manufactured by Avro Aircraft Co. in Great Britain as a transport modification of the four-engine Lancaster bomber, shows the 35 to 50 passenger ship in the air. Although performance details have not been disclosed by the British Air Ministry, the plane appears comparable to this country's Douglas DC-4 and Lockheed Constellation, which carry 49-62 and 55-59 passengers respectively. The Boeing B-29 Superfortress is a 38-place ship. External

differences between the York and the Lancaster is the main are shape, fuselage and the York's triple tail unit. British information sources say the commercial Canadian-built Lancaster used by Trans-Canada Air Lines to fly official passengers and mail across the Atlantic is a simple adaptation of the bomber, while the York is a complete modification. The York's fuselage is intended for passenger or freight, and internal equipment makes the ship comfortable.

Contract Renegotiation Foes Win Some Ground in Committee Fight

Report provides for appeal of decisions to U. S. Tax Court; minimum to be raised from \$100,000 to \$500,000.

By BLAINE STURLEBEED

Opponents of war contract renegotiation no longer hope to win the fight but they now have good prospects of winning a few rounds. The House Ways and Means Committee last week issued its report on the 1943 revenue bill, including provisions that: (1) war contractors and subcontractors may appeal renegotiation decisions to the Tax Court of the United States; (2) a War Contracts Price Adjustment Board to act jointly for all procurement agencies shall be established; (3) the minimum contract that can be renegotiated shall be raised from \$100,000 to \$500,000; uniformity of procedure to be attained by use of seven standards as basis for calculations; (4) all profits, moreover, whether in cash or credit on future deliveries, shall go to the Treasury.

► **Revenue Device**—Committees on Capital Hill which had held hearings on renegotiation agreed that because it is a revenue device it should be handled by the Ways and Means Committee, which is in charge of the tax measures.

Opponents of renegotiation have contended that procurement agencies have no right to procure disputed funds, thus adding to their appropriations from Congress. Army officers and price control board executives agreed, on the other hand, that all renegotiated funds do go back to the Treasury.

► **Compensation**—Inquiry reveals that both are wrong. It is true that cash refunds are paid into the Treasury for renegotiation. But the major portion of renegotiations are accepted by the procurement agencies in the form of reduced prices on future deliveries. Thus, the agencies' appropriations are increased by the amounts of their commitments on future deliveries. From April, 1942 to July 23, 1943, cash refunds totaled \$1,094,000,000 and commitments totaled \$2,553,000,000 or \$6,000,000,000 in all.

The revenue bill just reported to the House says contractors against future deliveries must be deducted from the agency's appropriations in hand and authorized, so that renegotiation cannot increase the funds allotted by Congress.

► **Concessions**—Charles E. Wilson, WPA vice-chairman, whose resignation has been postponed by the President, told the Truman Committee last week that concessions in renegotiating fixed-price contracts would constitute a desirable incentive to management. But a majority of contracts in aircraft are in the cost plus category.

Army officials claim renegotiation is a good thing for manufacturers, and that many of them admit it. They revealed the name of a leading war-production firm whose president said that, had his rate of profit been allowed to continue, he would have faced possible prosecution on the recommendation of a Congressional committee.

► **Profit Limits**—Officials read from records, showing enormous profits, increasing by several hundred percent since 1940, in many cases multiplying original investment many times over. They said that 79 percent of renegotiated funds and credits would have been taken by excess profit taxes anyway.

PAA in Curacao

Pan American Airways was granted landing rights in Curacao for its Miami-Venezuela service, for three days weekly in both directions. The company also was given permission to bring in a technical staff.

Rules Committee Studies Lea Bill

Prospects that the Lea Bill (H.R. 3481) to amend the Civil Aeronautics Act will come up for debate about Nov. 30 were waving a few days ago, although the House Rules Committee, under Chairman Sabath (D Ill.), started hearings on the measure.

Continuously the hearings are confined to members of Congress familiar with legislation under discussion. In this case first witnesses were Representatives Balch (D N.C.), Cramer (D Ohio) and Hinkshaw (R Calif.) of the House Interstate and Commerce Committee. Committee majority favoring the bill. Balch is chairman of an aviation subcommittee.

Minority members were yet to be heard, and a spokesman for the rules committee, which must give the bill the go ahead before it can be debated on the floor, said it was doubtful that the hearings, which lasted less than two hours on their opening day, would be resumed before this week. The House convened an hour early at 11 A. M. Wednesday, and many members were away for the Thanksgiving week-end. Indications were that the Legislature, even with favorable rules committee action, would not reach the House floor before the fall week in December.

There was no lack of confidence on the part of sponsors that a rule for the measure would be obtained, although the matter probably would be hurried.

Meanwhile the controversy over

the legislation grew in strength with the airlines leading the fight for favorable action. In a last-of-its-kind development, Representative Lea (D Calif.), chairman of the committee that reported the bill before his name, circulated among his colleagues a pamphlet opposing that measure and the minority bill (H.R. 3481) by Representative Hines (R Tenn.).

Major point of attack as the rules committee hearings started appeared to be not the question of the ship's rights expected to rise over the passage of the bill, but the Federal government complete supervision of air regulation, but the argument whether surface carriers should be permitted to enter the field of air transportation.

This point was omitted from the Lea bill but the provision in the present act has been interpreted as prohibiting surface carriers from that field would be given legislative force in a separate measure (H.R. 3482) introduced by Balch, on which hearings yet are to be held. The Rules Bill, on the other hand, would permit such participation.

Recently the suggestion came from the Maritime Commission that membership bills be allowed to operate air services as aid to them in postwar foreign commerce. Chairman Hines (D Va.) of the house committee on merchant marine and fisheries, was understood to have called Lea to lend his influence to this recommendation.

Changes in Contract Renegotiation Voted

House group unanimously approves to curb excess profits.

Principal features of a contract renegotiation, as approved by the House Ways and Means Committee, include:

Reduction of the area of renegotiation, one, by increasing existing ceilings of \$100,000 to \$200,000, two, by eliminating agricultural products, three, by narrowing the definition of subcontractors to include only those articles to become a component part of the final product, four, by exempting all subcontractors under exempt prime contracts and subcontractors and five, by providing for the discretionary exemption of standard commercial articles as defined in the bill where competitive bidding has been required.

Standards.—On validation, the bill validates the renegotiation process by requiring inclusion in all contracts and subcontracts of a clause providing for renegotiation and sets up standards for consideration of the War Contracts Price Adjustment Board and the Tax Court of the United States in determining excessive profits.

The bill requires that the proper appropriation be retained to reflect the contract price reduction and excessive profits acquired will be paid into the Treasury as miscellaneous receipts as under the existing law.

Procedure.—On renegotiation procedure, the bill establishes the War Contracts Price Adjustment Board of five members, one from each of the contracting departments. This Board will review, on petition of the contractor, decisions of the departmental boards. It also provides for the determination of excessive profits to be determined without regard to taxable income. The bill requires compilation of profits in the same manner as for income tax purposes, including amortization.

Contracts made after cessation of hostilities are to be non-renegotiable.

Amendments affecting area of renegotiation, validity and distribution of proceeds are to relate to contracts entered into in 1942 or later. Amendments granting review are to relate to renegotiations had after April 28, 1942.



Rubber Transactions One of the Rubber Development Corp.'s Canadianes, used to carry rubber out of South American interior, is shown here at a repair shop at Manaus, Brazil.

Planes Aid Solution Of Rubber Problem

Food Stoadaker reveals role of aviation in speeding equipment, personnel to South America.

With need of rapid transportation vital, and confronted with the problem of inadequate shipping to South America, the Rubber Development Corp. turned to aviation with the result that at present a dozen airplanes are used in the rubber procurement program, according to Food Stoadaker, head of the corporation's aviation division.

He disclosed that the main links of the scheduled and non-scheduled services throughout the Amazon basin are between Manaus, Brazil and Miami, via from Kingston, Port-au-Prince, to the Pacific Coast. Other South American centers are accessible by airways already in operation, he added.

Contracts.—RDC contracted with

Pan-American Airways to service the Brazilian line from St. Louis, Missouri to Manaus and Iquitos, Peru.

PAA uses Sikorski S-42's while the Brazilian line flies B-17's. Companhia de Aviação ("Fusca") operates between Iquitos and the Pacific with Consolidated PBY-5's provided by RDC, he said.

RDC Personnel.—In addition, RDC utilizes eight PBY's, one Grumman amphibian and one Lockheed 13-A. To keep these planes in condition and to fly them, RDC has a staff of six senior pilots, two co-pilots, eight ground mechanics, five flight engineers, six flight radio operators, six ground radio operators, six meteorologists and 24 other helpers.

Personnel and vital equipment must be flown into the rubber country of South America. Rubber must be flown from inaccessible parts of the interior to transportation centers where it is transferred to river boats and launches, which in turn to the U. S. only when planes are returning empty.

Equipment Flown In.—Meteorological, radio and power plants have been built in the interior and all materials for these plants was brought in by air. Once a 5,000-hp diesel engine for a power plant was flown in loaded down and then reassembled, one RDC official said. Even gasoline for the planes must be transported to the jungle by aircraft.

Stoadaker said, the U. S. Navy allocated three amphibious PBY's and five land PBY's. The Catalinas were transferred from military to cargo craft by replacing the bladders with hinged hatches, by adding cargo platforms and beddown devices, and by stripping the interior of the military gear. After these changes, Stoadaker said, the planes are capable of carrying loads of more than five tons.

New Warplanes Soon

Gen. Echols affirms to smart combat types to be in action shortly.

Several new types of combat planes are "coming along" and will be in action in several months, Maj. Gen. Oliver P. Echols said in a review of his recent tour of front line air bases.

The Assistant Chief of Air Staff, Material, Maintenance and Distribution, was careful to note that these new types were in addition to the Boeing super bomber, the B-29, announced recently by Gen. H. H. Arnold, but he did not specify further.

Studied Equipment.—It was mainly understood during his trip in the performance of the aircraft tested at Wright Field and ordered from his office, and in the logistics of the air war. It is his job to supply spare parts, air fields, air depots, and supply bases for the AAF.

As an instance of the difficulties encountered in the south and southwest Pacific, he cited the Solomon-Lae area where it was necessary to survey airbase locations from the air, drop air-borne engineers and equipment. Eventually a C-47 transport landed. Several companies of airborne engineers were dropped from planes in the beginning.



Maj. Gen. Oliver P. Echols

ing in order to build the field large enough to land fighters. Anti-aircraft and materials were dropped along with troops. When the field was finally ready to accommodate bombers, Echols stated, all equipment had arrived by air.

To Retain Bases.—Certain well established bases will be kept in Australia for the duration, even though the front lines move away constantly, because skilled civilian labor in that area must be utilized, he told the press.

Echols said air strength in India, China and Burma had been kept as fast as possible. The chief prob-

lem remains one of supply. New planes and, of course, increase the amount of necessary supplies to keep the planes flying.

Proves Plans.—The P-38 has proven itself on the Russian front, he pointed out. Air Marshal Coningham, tactical fighting force commander in North Africa and Italy, told Echols that he could build a tactical force with 50 percent planes of the P-38 and P-40 types, and 50 percent as high altitude fighters for cover.

In addition, he said the three most difficult classes of supplies to transport were fuel, bombs and steel landing mats. He commended the work done by the aircraft assembly lines reassembling for land-use in Russia in the Persian Gulf area.

New Locomotive Jig

Locomotive Division of Aviation Corp. has developed a special drill jig which makes possible the drilling and reaming of all small holes in crankshafts for its R-660 radial air-cooled engines in one operation.

This operation formerly required five separate jigs and the new device reduces set-up time by 80 percent and loss of critical material, from risks and scratches to crankshaft surfaces caused by handling, has decreased at least proportionately.

Carnegie Heroes

Carnegie Hero Commission has awarded medals and \$500 each to Charles R. Merchant, Jack R. Bennett and Lewis H. Sennett, Alaska residents of Civil Aeronautics Administration.

They rescued a crew of four Catalinas in September, 1942, when a Balaingrabe bomber crashed about 150 yards from their CAA headquarters at McKitka, Alaska. They surmounted the danger of the flames and an unexploded bomb still in the plane.

Movement is now rapid radio electronics and Bennett is a senior ground mechanic at Kotzebue, Alaska. Bennett has returned from CAA service.



AIRCRAFT STANDARDS CONSULTANTS:

Officers and representatives of consulting organizations are shown in second Sixth Nations Meeting of the National Aircraft Standards Committee in New York. Seated, left to right: C. J. Ross, Wright Field; Carl J. P. Valenz, AAF, Wright Field; Lt. J. J. Tigert, USM, Army-Navy Aeronautical Board; W. Mulock Brown, RAF, British Air Commission; Flight Lt. G. G. Moffitt, RAAF, British Air Commission; Wing Comm. G. J. Bennett, RAAF, British Air Commission. Standing, left

to right: J. W. Le May, Australian War Supplies; Eric Duxon, Curtiss-Wright, past national chairman; Maj. J. M. Miller, AAF, Army-Navy Aeronautical Board, Squads Leader C. H. Bettles, RCAF; Carl Snyder, Aircraft Resources Control Office, WPB; Charles Sarda, Jr., Consolidated Value Aircraft, West Coast chairman; Jack F. Cox, Vesp, National chairman, Lt. Col. G. H. Garland, AAF, Army-Navy Aeronautical Board; G. W. Beagham, Cessna, East Coast chairman.

Aircraft Components Scheduling Unified

New general order issued is one of numerous actions taken during week by federal agencies.

Scheduling procedures for aircraft components have been standardized by a new general scheduling order, 13-206, which will be administered by the Aircraft Scheduling Unit at Wright Field, Dayton, Ohio, under the direction of Aircraft Resources Control Office, Aircraft Production Board has approved this move.

AIRCO says the procedure will be that purchasers will state requirements to ASU on Form WPS-2382 with detailed information of requirements and procurement schedules for each component. ASU then checks requirements against available bill of materials in light of schedules established by the Joint Aircraft Committee. At the same time, WPD says, requirements will be checked with suppliers.

See No Conflict—Only components assigned to AIRCO—components peculiar to aircraft—enter into the "green" schedule, and no conflict should arise with other WPD industry divisions, the Board states.

Final authority, over all other orders, rulings or directives rests with ASU.

Pack Speed-up in Gas Output—Agency of speeding up completion

of 100-acre wartime gasoline plants now under construction was emphasized by War Secretary Stimson and Navy Secretary Kneib in letters to PAW Administrator Ickes, in order to speed up the increased use of the Atlantic and the Pacific in the PAW's 1940-1942 construction program. 30 have been completed and 49 will be completed during the next four months, according to Ickes. Forty-four thousand skilled construction workers are employed in completion of these plants. Schedule for 1944 calls for 22 additional plants.

Cut-Back—CWA revealed that the cut-back in gasoline in the West Coast and Rocky Mountain areas was necessitated by the heavy demands on Sacramento and the bombings of Beirut. East Coast gasoline units have been cut to the minimum for some time to provide fuel for the North African and European war theaters.

War Production Drive Headquarters has issued a 36-page booklet containing 100 statements from management officials on operation of their Labor-Management Committees. The publication, 100 Industrialists Report, is being mailed to all L-M committees, as well as to those who have committees have been formed.

Further easing of aluminum restrictions was announced by WPD in an amendment to Order 1-114.

Now, either primary or secondary aluminum may be used for protective safety hats, low grade aluminum and castings may be used for specified types of machine guards, hand measuring devices, stabilizers and resuscitators, oxygen-breathing apparatus, reducing valve bearings and applied-air masks and leeds. Materials hitherto used as substitutes for aluminum in these items are not satisfactory or are currently more critical than the type of aluminum now permitted, according to the Safety and Technical division of WPD.

Defense Plant Corp. executed a contract with Nash-Kelvinator Corp. for additional facilities at plants in Wayne and Kent counties, Mich., at a cost of about \$230,000. Goodyear Corp. came in for an increase in its contract of \$28,000, for additional plant facilities in Summit County, Ohio. DPC's overall commitment to Goodyear now stands at about \$5,100,000. An increase of \$1,000,000. Bristle Aeronautical Corp., to provide additional equipment at its plant in Queens County, N. Y. This increase of \$500,000 brings the overall commitment to approximately \$67,000.

UAW-CIO was certified by NLRB for hourly rated clerical employees at the Plant Buick plant of General Motors. It was certified also by a 100 percent vote of the Adjustment Board and the contract management, metallurgical physicists, metallurgical physicists, chemists and pyrometer men employed in the laboratory at Lord's Division, Oldsmobile division, General Motors, Kansas City. After a cross-check of union membership records against pay roll of General Motors division, Consolidated Value Aircraft Corp., San Diego, it was revealed that 288 of the 414 production, service and maintenance employees had authorized Aeronautical District Lodge 1128, International Association of Machinists, AFL, to represent them for purposes of collective bargaining. NLRB, accordingly, certified this union.

Air Heat Regulator

Personnel possibilities now in use on new device used on Marine cables.

A new device called Temp-Turb, which automatically controls temperature of air flowing into ducts, now being installed as standard equipment on at least one type of transport plane. Hercules 46 is being equipped with the apparatus for regulating air temperatures in cables

warning and windshield defrosting. **Product of G. R.—Engineers** for General Electric Co.'s appliance and merchandise department, which manufactures Temp-Turb, said automatic control of the temperature of flowing ducted air as provided by the device can also be used to advantage in conjunction with de-icing equipment, and radiator air intakes for passenger airplanes as well.

J. R. Campbell, a design engineer, who before Pearl Harbor worked on heat controls for G-E automatic household units, is credited with the development of Temp-Turb, which is an ingenious application of the barometric thermostatic element used in automatic household units. Engineers foresee a potential application in such developments as air conditioning and heating.

Unification Step Seen In Chamber Meeting

Some reorganization proposed despite delay in working out details.

Annual meeting of Aeronautical Chamber of Commerce this week could well mark a step forward in the unified action of the aircraft manufacturing industry but there are indications that all details of the reorganization program have not yet been worked out, despite the time that has intervened since the plan was proposed.

There are few industry executives who deny the value of a strong national trade association for the aircraft industry.

Nevertheless, there still is said to be some difference of opinion as to how the association shall be organized and operated.

Exclusion—A strong group within the membership—which numbers more than 300—favors excluding all members who are not actually aircraft manufacturers. Present membership includes not only airplane and engine manufacturers and accessory makers, but others whose industrial relationship to the industry is not so closely related as some industry executives would like to see it.

Proper for a change of name have been under consideration in various industry circles, but Chamber executives point out that the name is the property of the members and consequently cannot be changed without a vote.

In addition, a related factor enters into this phase of the program



TEMP TURB:

This device regulates air temperatures in cables, windows and windshield defrosting. Automatic control of the temperature of flowing ducted air can also be used to advantage with wing de-icing equipment and radiator air intakes for planes.

in constitution of membership in the organization.

Badges—so far as a badge for the Chamber is concerned, there appears to be little difficulty. It is expected to run between \$500,000 and \$600,000 a year.

The special committee seeking a strong executive director to carry out a revitalized program was reported to have several persons in mind, but had not reached any definite conclusion.

At least two departments of the Chamber appear set in their present operation, the Technical Department, which has done yeoman service with the complete cooperation of aircraft engineers and technical men headed by Raynor Horns, and the Traffic Department, of which Harry Bruckner is manager.

Reorganization—The Economic Development Department, so-called, is due for an overhauling, with emphasis on such projects as contract negotiation, information and other legislation as well as government liaison services which the National Aircraft War Production Council has not handled, but which applies to Chamber members who also are members of the Council.

It was understood that public relations and publicity, eliminated under the reorganization directive of last spring, probably will be handled by an outside organization on a retainer basis.

Safety Records Set By Air Industry

West Coast plane factories credited with lowest war plant accident rate.

Barrowing a phrase from the Aircraft War Production Council, West Coast, the industry group managing the Air in the industry for American workers.

The Council deduced this in an analysis of the recent report of the U. S. Department of Labor on annual accidents losses in 1942 at plants to warplane plants. These plants are credited with the lowest accident rate of any comparable industry.

Efficiency Raised—Frequency rate of injuries among airplane workers in 1942, the government report showed, was 11.4 percent. Council commented that streamlining of warplane plant operation and production methods, reducing work variations, labor individual and general raising of plant efficiency all contributed to establishment of this record.

It is interesting to note that the record was achieved coincident with changes in model design, re-scheduling to meet accelerated demands of the armed forces and a critical manpower situation with turnover and new workers, all of which made working conditions more controlled a more involved operation.

Comparison—The Labor Department report showed the injury rates were 33.1 for shipbuilding, 49.7 on structural steel fabrication, 17.4 percent on machine equipment manufacture and 88.6 percent on logging. The aircraft industry's record was almost, the report showed, in face of a general rise in accidents during 1942, due partly, at source, to greatly increased employment.

Most injury rate increases, it was indicated, were due to the introduction of large numbers of new workers in all lines of work and shortening of training periods and safety engineers and the fact that war plants were under pressure for more and more production.

Challenge—Aircraft companies interpreted the record as a challenge to even greater standards of safety. On the West Coast it was pointed out that, low as the injury and accident rate has been, it still cost the warplane production effort 198,191 man-hours in West Coast alone in a single month, equivalent to loss of 13,522 employees working an eight-hour day.



CAP NATIONAL COMMANDER:

Dr. Col. Earle Johnson, former Ohio economics director, now national commander of the Civil Air Patrol is shown at the third war conference of the CAP Oklahoma Wing, meeting in Oklahoma City, with two Oklahoma City high school CAP cadets, Mary Jean Sturbe, left, and Beverly Ann Wicks, right. Representatives of 16 units throughout the territory were present at the three-day session, held in conjunction with the First National Domestic Aviation Clinic, sponsored by the National Aeronautics Association.



ENGINEERING AID

Midwest Street, Wright Field engineering aid, is the first non-environment of Wright Field to make an official test flight at the Army testing center. She is shown above with the pilot, Capt. J. S. Johnson, as they enter the hatch of a B-25 bomber.

Do Pont Wins DMS

Medal awarded posthumously for military glider development.

Richard C. do Pont, outstanding authority on gliders, has been awarded the Distinguished Service Medal posthumously for his work as special assistant to the commanding general, AAF, in charge of the Glider Program. Do Pont held that post when he was killed Sept. 11, at Marsh Field, Calif., while participating in an experimental flight of a new type of glider.

The War Department citation read in part: "Under his skillful direction, full exploitation of the large glider for airborne operations was rapidly attained. . . . Charged with over-all supervision of research in the field of unpowered flight, he maintained close cooperation with civilian contractors in their efforts to improve glider equipment."

A pioneer in gliding and holder of soaring and altitude records, one of the outstanding pilots of do Pont's career was the successful demonstration of a system for pick-up of military gliders by an airplane in flight.

Do Pont's job of glider experimentation and production in the AAF has been taken over by Maj. A. E. Johnson, who is being assisted by Maj. A. Felix du Pont,

brother of Richard and until recently with the Air Transport Command.

Planes and Gliders To Move a Division

Army maneuvers regarded as hint of airborne invasion in Europe.

The aviation industry generally will be watching for signs of things to come in the combined maneuvers of elements of the Airborne Command and the Troop Carrier Command scheduled at Camp MacKall, N. C., Dec. 8 through Dec. 11, which will include supervised by invasion plane and gliders of an entire airborne division, involving 8,000 to 9,000 men and all equipment.

Plans call for participation of combat teams, operating in daylight and night landings by both parachute and glider.

Test Operations—Troops on maneuvers will be supplied entirely by air. A demonstration of air evacuation of sick and wounded will be given.

These air maneuvers, putting into practice lessons relayed back from combat zones, will have important bearings on our future air operations. It is felt in Washington that Gen. Frederick W. Evans will be director of the maneuvers, with Brig. Gen. Leo Dorrance as co-director.

BRIEFING

►A year of war against the North Atlantic Air Force has cost the Navy nearly 4,000 airplanes. Allied losses during the same period were estimated at about 1,200 planes.

►Army airplanes used at home will receive their natural color with issuance of an order to remove the olive drab paint job put on as wartime necessities to the Air Transport Command and to surface operating aircraft in domestic airspace. The move appeared to be headed to planes in transport use.

►The War Department is taking steps to expedite publication information concerning surprise attacks, and release delay between the time of an accident and the release of information.

►War Dept.'s recently established New Development Division to develop and apply new weapons and devices of war will not affect aircraft manufacturing, according to AAF officials. The new division is a general staff division and AAF experimentation will continue to be done at their laboratory at Wright Field, Dayton, Ohio.

►A new aviation fuel to produce "the greatest possible power" has been announced by Sun Oil Co. The new fuel, Dynafuel, is reported by Sun's president, J. Howard New, to be 50 percent more powerful than present 100-octane test fuel.

►Brig Gen Edward H. Alexander has been named commanding general of the Caribbean wing of the Air Transport Command to succeed Brig. Gen. Vincent J. Mickey, detached and reassigned.

►By the processing of spraying molten metal on worn machine and then machining to original dimensions, hundreds of machine tools have been restored from the scrapheap and returned to work at Douglas Aircraft plants. Details of the machining process, which can be applied to drive shafts, piston cylinders, bearings and other moving parts subject to great wear, are outlined in a recent report by Roy Brunnerman, Douglas plant maintenance director.

Plastic Conference

Three sessions of papers and discussion on rubber and plastic will be held Dec. 1 and 2 at the American Society of Mechanical Engineers, annual meeting at the Hotel Pennsylvania in New York, of which the first will be a joint session with the Aviation Division. The first speaker will be Charles F. Marchione, McDonnell Aircraft Corp., who will discuss current ap-

lications and future possibilities of paper-based laminates in aircraft; William N. White, Douglas Aircraft Co., Inc., who will discuss plastic tubing and fittings; and Albert H. Dietz, Massachusetts Institute of Technology, and Henry Gruber, Aircraft Products and Chemical Co., who will discuss behavior of synthetic resin-resin assembly adhesives under alternating stresses.

AWPC Group Studies Incentive Pay Plans

Tentative program submitted by Douglas to Wilson may be a guide.

The Wage Incentive Committee of the Aircraft War Production Council, West Coast, of which H. O. West, Boeing executive vice-president, is chairman, is currently studying incentive plans in an effort to halt turnover on the Pacific coast which is running about 22,000 monthly.

Douglas Aircraft may be a guide on the situation with an as yet unannounced plan which has been submitted to WPC Executive Vice-Chairman Charles E. Wilson for approval. It is known that Wilson favors incentive programs as a means of increasing production.

Possible Bonus—The plan proposes a company profit-sharing adjustment period bonus to employees whose salaries range upward to \$6,000, affecting those who stay with Douglas for the duration.

Douglas Redesigns Plan—At the same time, Douglas announced stockholder approval of a retirement pension plan for employees whose salaries are above \$4,000 annually. Workers in participation must have been with the company five years and have reached the age of 60. The Douglas Company will make a fund without employee contributions and on a dollar-for-dollar basis to the Social Security Plan. Survivors and death benefits will be effective July 1, 1944.

Say Industry Should Inform Its Workers

J. H. Kindelberger, President of North American Aviation, agrees with a statement by WPC Executive Vice-Chairman Charles E. Wilson that "one of the chief shortcomings of the aircraft industry is its failure to keep its employees properly informed as to what is going on."

►Should Know What Firm Does—

Kindelberger further quotes Wilson that "North American has made this mistake as have most of the defense plants. Almost daily I have found strong indications that workers have not been given adequate facts and information for them to form intelligent opinions about what their plants are doing or trying to do."

►Should Know Strategy—Wilson was further quoted: "In the last three years, the aircraft industry has gone through an experience greater than any other industry has in a similar period. The pressure has been so great that managements have not had time to take their employees into their confidence as they should have. And you can't expect a soldier to fight his best, or a worker on the production front to work his best, unless he knows the strategy by which he is fighting and working."

C. & S. Ad Row Settled

Dispute with CAR over expenditures believed closed satisfactorily.

Probable end of what turned out to be a tempestuous case last week with an explanatory exchange of letters between C. Edward Leasure, chief executive of the Civil Aeronautics Board, and Elsie Han-

son, counsel for the American Newspaper Publishers' Assn.

The impasse was caused by what was presumed to be an objection by the CAR to Chicago and Southern Air Lines' expenditures of \$100,000 for advertising, included in figures of a show more order on mail compensation reduction to 3 mill per pound rate.

Measurements Asked—"Taking into consideration the scope of respondent's operations," the order said, "we find advertising and publicity expense of respondent should not exceed \$40,000 annually." ANPA had asked to intervene.

CAR later denied this was an order to limit Chicago and Southern's advertising output, but said that in considering or mail compensation, it could recognize only that spent on justifiable.

►Objections Withdrawn—After oral argument before the Board, Chicago and Southern withdrew its objection to the show more order. ANPA likewise asked to withdraw its petition to intervene.

As there is now no argument between the airline and CAR on this matter, Executive Leasure will recommend that the ANPA petition be denied. It is expected that the final opinion of the Board will follow the show case order verbatim.



NEW CRACKING PLANT DEDICATED

A. M. Collierhead, Shell refinery manager, dedicates Shell's new 20-acre catalytic cracking plant near Los Angeles with Gen. Earl C. Warren. The new plant, costing \$20,000,000, is the first major 100-octane aviation gasoline unit of this type installed and available in America since Pearl Harbor. It was dedicated by the general, Earl C. Warren, Collierhead, Gen. Warren, S. B. Smith, chairman of the board of Shell Oil Co., J. S. Chalmers, vice-president in charge of manufacturing, Maj. Gen. R. P. Cresson, commanding general Western Flying Training Command.

November Plane Production Heads for New Monthly Record

Most Washington officials expect unit output to exceed October and all sources are confident that total weight will be up.

By SCOTT HERSHEY

All indications point to an aircraft unit production in November which will exceed even the record-breaking October output of 6,922 airplanes.

Some production experts estimate the November total at just less than \$600, but others say that if the aircraft industry tops the October figure only slightly, it will have accomplished what the skeptics said a few months ago was the impossible.

► Foundry Jump.—Regardless of the unit production this month there is no question but that the weight of aircraft produced will set an all-time high. The public generally, used to units in the battle against the Axis, sometimes forgets that the percentage output really tells the story.

Production experts say that unit output goals are easily reached and

that the \$600-a-month goal could be reached this or any month in the future if that were the ultimate schedule. Since unit output isn't the ultimate goal, except so far as the announcements of public officials and the ideas of the public are concerned, it is unlikely that the 10,000 number will be reached before the middle of next year, if then.

► Nelson's October Report.—Donald M. Nelson, WPB chairman, in his report on October production, just released, notes that plane production was \$362, was up 10 percent in numbers, 9 percent in airframe weight and 16 percent in dollar volume, which actually gives a clearer picture than the unit output.

The increase in aircraft dollar value, Nelson said, accounted for more than half of the total gain in munitions production. The showing

in the aircraft category was especially impressive relative to schedule as was pointed out in Aviation News a few weeks ago. For the first time in 1943, the number of combat models meeting or exceeding their goals was higher than the number that failed to do so.

► Experience Counts.—Nelson said that undoubtedly one of the chief factors in October's 28 percent gain in numbers, and including aircraft, was experience—experience which can come only with time, practice, and constant effort. Better management, better effort by labor, better trained workers—in a word—"know how"—can be seen clearly in October's performance.

Big Spurt in Output of P-38 Scheduled

Convair's Nashville plant and Hudson Motor Car figure in new Lockheed program.

The strategic position of long-range fighter planes in the bombing picture is emphasized by developments under which Convair's production is expected to make possible the production of Lockheed P-38 fighters at a rate of "hundreds of planes a month."

There has been as much emphasis and publicity on the accelerated output of the big Liberator, Flying Fortress and Boeing super-bombers that the long-range fighter escorts are eclipsed.

► Big Increase.—Planes on the light production and the Army's schedule are, of course, restricted, but Lockheed's President, Robert E. Gross, said the net goal for his company will be "five times the Army Air Forces requirement of one year ago."

The present daily production rate was given as "greater than the monthly production rate at the time of Pearl Harbor."

► Convair Joins.—In connection with the program, it may now be disclosed that the Nashville Division of Consolidated Vultee has started production work on the Lockheed P-38 Lightning long-range fighter. It was about two months ago that the plant was attracted to build production planning and tooling on the A-20 twin-engine Havoc attack bomber, scheduled for production there, and go into immediate preparation for mass output of the P-38.

It was coincidental with the appearance of the long-range P-38 over Germany that Lockheed was

permitted to announce its vast expansion program.

► Vultee Field to Aid.—Consolidated Vultee's plant at Vultee Field, Calif., will also participate in the accelerated P-38 production program, building wing sections. As the Nashville plant gains momentum on the new project—month after month—to turn out the Tennessee A-20 dive-bomber in quantity for the AAF and RAF—it will annually complete Lightening and during the expansion program start in supplying major subassemblies to Lockheed in Burbank for assembly there. A convair office has been set up near Burbank to coordinate the work of the Nashville division and Lockheed technicians.

Other Lockheed subcontractors have gone to Hudson Motor Car Co., Detroit, Rhein Metallwerke Co., and several Los Angeles plants.

Wage Incentive Plan Urged by WPB Aide

J. W. Nickerson, heading management consultant division, sees 35 percent more output possible.

The question of wage incentive plans—several of which are now under consideration by various aircraft companies—has been raised again and endorsed by a high official of the War Production Board who sees them as a means of increasing production with no increase in personnel facilities.

John W. Nickerson, director of the WPB's Management Consultant division, believes war production could be increased as much as 35 percent through better utilization of existing facilities and labor.

► Incentive Plans.—He contends that a good share of this potential increase in production can be secured through award wage incentive plans and in support of his position said a detailed study of 11 typical cases in the New York region, covering group, individual and plant-wide incentive pay plans, showed increases ranging from 10 to 165 percent above past performance.

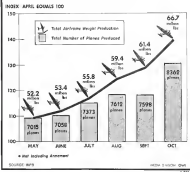
In none of the cases—all of which had been subjected to and approved by the National War Labor Board—the increase over past performance was more than 35 percent. Nickerson said that the studies were necessary in any wage incentive plan.

► Powered by Wilson.—Charles E. Wilson, WPB executive vice-chair-

MILITARY PLANE PRODUCTION

SHOWING MONTHLY OUTPUT & INCREASE in airframe weight* and number of planes

MAY-OCTOBER 1943



ATTEND HIGGINS PLANT DEDICATION:

Andrew J. Higgins, Sr., president of Higgins Aircraft, Inc., is shown here with R. R. Wolfe, Army Air Forces, rendering drive next to the dedication of the Higgins Aircraft plant at New Orleans. The photograph, made in Higgins' home, shows a picture of one of the Higgins PT boats in the background.

man, has long been an advocate of incentive wage plans and has plugged them hard in the aircraft industry, which is now considering ways and means of adapting equitable plans. Reports from the West Coast indicate some type of wage incentive programs will be found in some plants there around the first of the year.

As Nickerson pointed out, and as Wilson has said repeatedly, WPB's interest in wage incentive plans stems strictly from its interest in increased war production. He said more than 1,000 managements of all types have applied to the management consultant division for assistance. That assistance takes the form of engineering advice and there is no objection, no exercise of authority, no veto power.

► Fundamentals.—Nickerson said that for completely satisfactory results, he believed that fundamental changes were necessary in any wage incentive plan.

1. Proper technical principles and practices.

2. An understanding and cooperative attitude between management and labor.

He believes that, while much of the difference between current production rates and those reasonably attainable is due to lack of incentive plans, a good deal also is due to faulty incentive programs set up without consideration for these fundamentals.

► Tenets.—"Such conditions need care," Nickerson said in discussing this subject before the Autumn Production Conference of the American Management Association in New York, "and in adding to our wartime incentives, where often the necessary time for conservative study is unavailable, we all the more need the best scientific thought in bringing about the optimum measures consistent with the needs of the hour."

"So in case of incentives, in plants from which we are desperately in need of production, we may need to pass over some of the technical details which in other times we would insist on, and call on management and labor to provide greater shares of leadership and cooperation. We should still use the ultimate of engineering knowledge but perhaps with broader tolerance.

Much more, of course, should be given to see that our correlation between effort and our measure of effort is positive and sufficient and that the reward is in reasonable proportion to this effort."

17,000 Ex-Servicemen Employed by Douglas

But more than 20,000 other workers have been lost through draft.

Douglas Aircraft has approximately 17,000 honestly discharged service men at World War II now working on its production lines.

S. G. Porter, Douglas personnel director, said this group, representing men wounded, injured, or otherwise incapacitated for combat duty, as well as those released from the armed forces because of age limitations, largely replaced the thousands of Douglas employees drafted.



STOUT AND GUIBERSON TALK SHOP:

William B. Stout, junior designer now with Consolidated Vultee Aircraft, is shown, left, with Allen Guiberson, president of Guiberson Diesel Corp., of Dallas, carrying on a discussion of the installation of Diesel engines in helicopters which received attention at the recent Cons of Domestic Aircraft Planting, Oklahoma City. Guiberson said his aircraft engine has been lightened to 1½ lb. per horsepower and that weight savings for that would be 100 percent over the weight of regular aviation gasoline. Stout said 1,000 of his Skycoys, which will have detachable wings for highway use, will be available a year after the war, at a cost below \$2,000.

15 Percent Veterans—He and there are 7,973 former employees of the Santa Monica plant now with the armed forces, 4,345 from the Long Beach plant and 5,458 from the El Segundo division.

Aircraft Industry, Busy on Orders, Eyes Capital Reconversion Moves

Nelson, Byrnes or Wilson expected to be selected to head government's role in gigantic task of shifting business back to peacetime pace.

By SCOTT HERSHEY

The problem of reconversion of the aircraft and other industries is being seen less and less academic and that is one of the reasons the aircraft industry has more than a passing interest in the present

semisocialist planning and controversial course on the nation's capital. This interest, of course, takes into account the fact that, despite outbursts in some war industries here, the aircraft industry probably will be up to the hilt in production right up to the final battle. At the same time, the aircraft industry occupies an unenviable and recognizably disadvantageous position in this regard because of its unprecedented expansion as compared with other industries.

Nelson, Byrnes or Wilson—Just who is going to direct this head-on-reconverting reconversion job so far as the government is concerned is still a matter of conjecture. There is still a war to be won. But there are strong indications that Donald Nelson, chairman of the War Production Board may be tapped to head up the gigantic task. There are others that James F. Byrnes, director of the Office of War Mobilization, may become the director of war demobilization. And in any conjecture of this kind, it is impossible to leave out the name of Charles E. Wilson, WPB executive vice-chairman, who would like to go back to General Electric, but who may find himself so pressed by the demands of a grateful government that he may not be able to go back to private industry as soon as he would like.

On the Congressional side, the committee headed by Senator George, who is also chairman of the powerful Senate Finance Committee, probably is the group to watch. This committee has recommended, in a preliminary report, an over-all administrative body to study procedure for contract terminations and related matters with Congressional guidance.

Free Enterprise—At the bottom of this and other recommendations of

Porter estimated 15 percent of all men now employed at Douglas are veterans of World Wars I and II, and that about 60 percent of this number are ex-service men of the present war.

the George committee is the basic principle that reconversion and contract termination procedures should always bear in mind the restoration of the free enterprise system at the earliest possible moment and avoidance so far as possible of any interruption in production and also large-scale unemployment.

In connection with reconversion, Wilson told the Senate Truman Committee that it was too early for the aircraft industry to divert manpower to postwar aviation designs, but he added significantly, that the time for such a move might come in 1946.

New Setup Hinted—Wilson also indicated there might be a new setup with the backing of WPB for a cooperative program of management and labor to increase production, now at an all-time high and going on up. The management-labor group hinted by Wilson would consider many of the problems now plaguing the aircraft industry and, with proper cooperation and support, the results undoubtedly would be constructive.

Wilson knows, as does everyone connected with the industry, that the whole structure will be substantially reduced when the manufacturers finish their wartime job, but he has indicated that he fully believed the industry will be in a position to further finance operations of termination problems carried out on a common sense basis.

Reconversion Steps—Just as industry leaders advocate careful and definite plans now for peacetime production, so does Wilson believe certain steps should now be taken looking toward orders and markets for the reconversion period—without, of course, diverting from war production. Wilson and aircraft industry leaders have indicated they believe this can be done without affecting war production.

Wilson's views before the Truman committee were given considerable weight by those of R. T. Keller, president of the Chrysler Corp., who held that government plans for the disposition of war plants should be made known and definite immediately if industry generally is to be aided over this difficult period.

Postwar Needs—While both Wilson and Keller believe top personnel cannot or should not be diverted at this time, Keller held that the government should notify war manufacturers as soon as possible just which plant facilities will be for sale or available and an estimate of war production needs after the European phase of the war is ended.



SPERRY DEDICATION:

These officials greeted the Frederic Blin Vets Memorial High Altitude Laboratory, Great Neck, Long Island, at the plant of Sperry Gyroscope Co. Study of man-instrument team performance at high altitudes will be made. Left to right: R. E. Gilman, president Sperry Gyroscope; Brig. Gen. Frank T. Horn, administrator of Veterans Affairs and principal speaker; Middlehamer F. R. Voss, asst. of the late Frederic Blin Voss, and T. A. Morgan, chairman of the board, Sperry Gyroscope.

About this time, in St. Louis, Henry J. Kaiser, proposed a vast private credit pool backed by banks, insurance companies, industry, government and organized labor to finance reconversion of industry to peacetime work. Kaiser contended that we have no constructive program for financing peace, but there are definite indications in many quarters that the top brass of industry are giving increased attention to this problem, while at the same time, diverting nothing from wartime production.

Baruch Faces Staff—Meanwhile, Bernard M. Baruch, who heads the strategic position in postwar planning, was gathering about him brain-trust-minded men. As pointed out by some Washington observers, just as the war production program was turned over largely to business men like Nelson and Wilson, the job of getting the nation back on a peacetime basis, since the victory is won, is being placed in the hands of men with experience in industry and finance.

Baruch took occasion to deny that

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he advocated the selection of Nelson to direct the task of converting America to peacetime production, an explanation that that decision is the hands of President Roosevelt and Byrnes. He reminded, without explanation, and adding somewhat to the confusion, that he thought Byrnes was already appointed by the President to be in charge of postwar demobilization as he is of war mobilization. Byrnes emphasized that he had not advocated the selection of any individual.

When, apparently prevailed upon to remain on his job for the time being, after a conference at the White House, then went into a hallway with Nelson. When declined comment on his conversations with either Nelson or Byrnes or the White House, but there were indications that he still is of a mind to return to his private job with General Electric as soon as he can get a release.

AWPC Pushes Drive To Curb Job Shifting

Estimates industry needs 15,000 new workers plus 32,000 replacements

Aircraft War Production Council is in the midst of an intensive campaign to reduce labor turnover, probably the greatest limiting factor in aircraft production.

Council estimates the aircraft industry is now short about 22,000 workers. In addition, to 13,000 new workers needed to meet increased production schedules.

Crux of Turnover—A report by



NEW FIRE EXTINGUISHER:

A new bullet-proof, portable carbon dioxide fire extinguisher, made of special high pressure, lightweight metal is being marketed by Walter Kidde & Co., especially for use in our military aircraft.



MANSFIELD AT WRIGHT.

Peter Mansfield, editor of The Aeroplane, British aviation magazine, and London newspaper writer, discusses construction of a Cyclone 5 with a woman worker at Wright Aeronautical Corp. plant in New Jersey. He is also a contributor to Newswatch. Mansfield landed the work American-made airplane engines are doing around the world.

the Council shows the crux of the turnover problem lies with workers who leave their jobs because of "personal affairs," this category constituting 55 percent of turnover. Health reasons were cited in 16 percent of the job terminations and 7.5 percent were for military reasons in a recent survey.

The aircraft industry is constantly at work trying to remove the causes of unnecessary termination and the question is one of major concern in the Council. There has been considerable progress in the improvement of working conditions, living facilities and transportation facilities, but there is still more to be done.

Recommendations—The report and strenuous efforts must be made by the industry generally, by management, employees and the public to encourage men and women to stay on their war jobs.

Seven recommendations are made, designed to reduce turnover.

1. That employers have no one without an availability certificate and give certificates only for good cause.
2. That stores arrange hours to give all employees a reasonable opportunity to shop.
3. That school boards arrange for all-day care of war workers' children.
4. That milkmen, breadmen and

other community services wherever possible give war and other essential workers and their families first consideration.

5. That housewives rent spare rooms to war workers and arrange to care for children.

6. That those persons who are in a war job stay on the job and encourage others to follow their example.

7. That those persons not in a war job get one.

Awards

All but five of the 24 awards from War Production Drive Headquarters were won by workers in aircraft last week. These honors go to employees whose practical suggestions, submitted through labor-management committees, have quickened production pace. Winners were:

- Goodspeed Aircraft Corp. and UAW-CIO, Akron, Ohio. One certificate, an honorable mention.
- Curtiss-Wright Corp., airplane division and UAW-CIO, Columbus, Ohio. Four certificates.
- Curtiss-Wright Corp., propeller division and International Association of Machinists-ATA, Indianapolis. Two certificates, two honorable mentions.
- Republic Aviation Corp., Farmingdale, N. Y.: Three honorable mentions.
- Beard Aviation Corp. and UAW-CIO, South Bend. One certificate.

Fairchild Gunner Passes AAF Tests

Credits believed to be first plywood ship used in quantity by Army.

Fairchild has disclosed that its A-21 Gunner has successfully passed the rapid Army Air Forces static tests at Wright Field, Dayton.

This plane is the only plywood ship, so far as is known, to be used in quantities by the Army. Predominance of molded plywood in construction of the Gunner made some experts skeptical of its ability to take the same punishment to which metal ships are subjected in such tests, but the static well and as a result has been structurally accepted.

The plane flown to Wright Field for the tests was made at the Burlington plant and first took the air last May 20.

THE NEWS VIEW —



Richard C. Palmer

A strike arose in a West Coast aircraft factory one day recently. Two thousand paper cups were needed immediately or the night shift would not get its coffee, and extensive search could not locate any paper cups in the area. The problem seemed insurmountable.

As a last resort, a call was put through to the National Aircraft War Production Council in Washington, to see if anything could be done. There was. The War Production Council was contacted, him of destiny who had paper cups were produced, and orders from WPD to release the cups to the aircraft factory went out over the wires. The night shift had its coffee.

PAI in Day's Work—Ending the crisis was all part just of a day's work to Richard C. Palmer, Washington-based secretary of the National Aircraft War Production Council. Dick Palmer knows his way around. Surrounding publicity, and feeling pleased that RAWPC is not well known outside the industry, he is willing and ready to help on all aircraft problems that have to do with wartime production. "Looking after people's Washington troubles is my forte," he says.

Born in Cleveland, forty years ago, Dick Palmer was the youngest of four children, the eldest of whom was his sister by twelve years. He was the only American in his family, the rest having been born in England or Canada, where his father conducted an engineering business.

Home Studies—He was educated in public schools, received a PhD from Deason University, an LL.M. from London, from Deason University and did post graduate work getting background in Property and International Law at Oxford, in England. During his school days, Palmer worked on Saturdays and during the summer for the Cleveland News, as a cub reporter and in the editorial news, an experience he considers invaluable.

When the senior partner of the law firm with which he practiced in Dea-

son was elected to Congress, he took Palmer along as secretary. This was Rep. Lawrence Lewis, Democrat. Later Palmer worked in the same capacity for Senators Alvin B. Adams and Eugene McKee. As the former was a Democrat and the latter a Republican, Palmer says that any "partisan slant" was thereby removed forever from his outlook.

Scores of people bring hostile problems to Dick Palmer every week and the newcomers are always amazed at his ability to solve these problems himself or to direct them to the one official as the conference writer of government offices who can take suitable action in a matter of minutes. He holds firmly to the belief that it is possible to get things done in Washington honestly, effectively and quickly without measure to satisfaction, high pressure or other unusual methods, and the results bear him out every day.

Devoted for Counsel Job—After several years on Capitol Hill, and five years in the office of General Counsel of the Bureau of Internal Revenue, the West Coast Aircraft War Production Council called Palmer to represent them in Washington. Last April, when the West Coast and East Coast Councils joined forces, Palmer was under secretary of the national organization. There, as right-hand man to Chairman Frank F. Russell, he quietly works on the myriad problems of wartime production.



ELECTED AT AIR TRAFFIC CONFERENCE:

Charles E. Reed (left), traffic vice-president of Boeing, was elected president of the Air Traffic Conference at its recent meeting in Kansas City. Other officers are (left to right) Nelson S. Fry of United, first vice-president; Thomas Wolfe of Western Air, second vice-president; V. M. Conroy of TWA, retiring president and M. F. Redfern of ATA, executive secretary.

PERSONNEL



William Taylor, an executive with various mining and manufacturing enterprises in the country and Latin America, has been elected president of Western Air.

proposals. His headquarters will be in Mexico City.

Naval Assistant to the Western region manager of Transcontinental & Western Air was Cherey W. Bayard, public information head of this division. He formerly had managed the TWA's news bureau system in New York and Kansas City. Later that, he was employed by Eastern and Western Air Express.

Henry S. Moore, formerly with the Chicago office of the War Management Commission, has joined Braniff Airways as assistant to the president. He will be in charge of personnel and training departments and be located at Love Field, Dallas.

ward "fuller cooperation with Chambers of Commerce in the development of data for proper presentation in a new route proceeding" was made by its Chief Executive, C. Edward Lessor, in a talk before a Local Air Service Conference at Kansas City. The study has not been completed.

Four Kinds of Data—Lessor suggested four kinds of information which civic groups might be "particularly able to obtain": economic characteristics of the community, their trend, community of interest with other localities, and the community's travel habits. Preparation of presentations should be made in relation to general need for air transportation, rather than to services by a particular applicant or over a particular route, to be of the most benefit.

He recalled that when the Board first started hearings on new route proceedings, community representatives testified at length but often "not one relevant fact was presented and in many cases the witness was seriously embarrassed by the misrepresentation which followed."

Must Tell Evidence—Securing the thought that the Board is after "bigger and better" hearings, Lessor told the representatives of the Kansas City trade area that they

must share the responsibility of sitting "the wheat from the chaff" in the presentation of evidence, on which the Board recently stated certainty was not only possible but desirable.

Lack of understanding has been responsible, he suggested, when information from civic groups has proved inadequate, and he made it clear that such groups "can play an important part in co-operating with the Board and aiding it in its consideration of the many new route and service proposals on its docket."

Community Role Studied—Attention to the community's part in the Board's work, he recalled, was directed by Oswald Ryan, Board member, at the Board's local-leader or pickup service investigation. It was with Ryan's suggestions in mind that the Board's staff began the studies to determine how this part might best be played.

Lessor described the Board's policy of docket constitution and told how applications are handled, from filing to final decision. Calling for a distinction between the "desire for" and "need for" concepts of public convenience and necessity, he said that for the most part he recommended a service certain to do so, "and even if they did

could not be made a part of the formal record."

Aids Source of Data—"Public convenience and necessity," he declared, "cannot be decided through a popular poll." He argued that material from Chambers be in exhibit form and contain statements as to source of information offered.

Lessor told the group that on Nov. 15, 874 applications proposing new domestic air transportation services were on file with the CAB. "Local" service was proposed by 168, including 62 specifying helicopter and 54 automatic pickup devices. About 74 of these came from aerial carriers or from their affiliates.

Proposing to add over half a million route miles to the domestic air system, the applications would give service to approximately 4,300 cities and towns. Certified air routes in continental United States, he added, by way of comparison, serve fewer than 300 points and cover about 50,000 miles.

New Cargoliners Set Record for United

Air mail loads rise sharply with opening of trans-U. S. service.

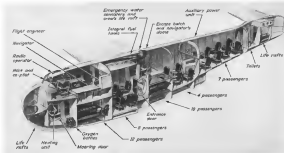
By ALEXANDER McSWEELY

United Air Lines officials in Chicago see a direct connection between the company's new all-cargo transcontinental service and the all-time high in the company's October air mail loads, when 1,417,515 lbs. value of mail were flown, an increase of 867,712 lb. in September and 743,355 in October, 1945.

C. P. Goodrich, director of United's air cargo department, points out that air mail loads are running as high as 380,000 letters to the cargo plane, with one having reached a high of 4,500 pounds. In the first week of operation, the planes, operating six round trips daily between New York and California, averaged 4,359 lb. of mail and express outbound and 3,393 westbound per flight.

Air cargo handlers have ceased to be surprised at the variety of shipments being flown by plane. One cargoliner recently carried a shipment of caviar from the west coast to New York without a casualty. Another shipment of several crates of delicate and valuable chivalry to the west coast, by fastest forms, made a successful trip.

Preview—Regarding cargoliners



CORONADO ADAPTATION FOR PASSENGERS:

Airline's customary crew of the Coronado PB3Y3 Spirit boat as it would look adapted for carrying passengers. Made by Consolidated Vultee, the craft is said to have a capacity of 61, although about half that many seats are shown. Navy says the Coronado is used mainly for

ocean, and occasionally as a reconnaissance corps and passenger ship, but as yet has not been used for passenger capacity. Because of the Navy's strict construction specifications, the Coronado is not expected to be used widely for passenger transport after the war.

as "a preview of the really big things to come after the war in the way of all-cargo air service." Goodrich agrees with other cargo experts that there is much to be done in cargo plane design to bring down rates appreciably as soon as planes can be provided after the war.

United has three cargoliners in use, each carrying about three tons, compared with the average 1,400-lb. cargo on passenger planes. Outside the shops have the appearance of a conventional DC-3, but inside all passenger installations have been removed.

Willow Run Gains

Ford Motor Co. has disclosed that more than 3,500 four-engine B-24 Liberator bombers have been flown away from the Willow Run plant during the last year. GM's and the two do not include substantial additional numbers shipped to knocked down sets for final assembly elsewhere. This is believed to be the first official production report ever released on Willow Run.

In addition to providing vital needed transportation for heavy cargo loads and training scale on passenger planes for priority travel, the cargoliners are piling up valuable data on air cargo shipments day by day.

Northwest Proposes New Common Stock

Holds no vote on plan to offer 393,890 shares.

Northwest Airlines, which plans to expand in the postwar period, will ask shareholders at its annual meeting in St. Paul, Nov. 30, to finance the program by increasing the common stock authorization from 393,890 to 605,000 shares.

NWA proposes to extend its airline service from Milwaukee to New York via Detroit and Cleveland and establish lines to Minneapolis via Alaska and the Aleutians, to Japan, China, the Philippines Islands and London. Further lines in the trade area of the principal cities along its routes also are contemplated.

New Planes—That the line expects to receive some new planes before

the first of the year was indicated when a spokesman for the company told a Portland, Ore., trade group that NWA probably will resume service from Portland to Chicago soon after Jan. 1, implying that it will be possible then to fly again over the link between Portland and Spokane via Yakima, discontinued some time ago.

Seattle favors the proposed extension to New York City, whose operators claim it would reduce flying time from New York to Seattle by three hours. A sweeping resolution was adopted by the Chamber of Commerce board.

Report—Northwest's summary of its annual report to shareholders showed total operating revenue of \$4,719,143 for the year ending June 30, or 85 percent of last year. Passenger revenue was \$2,384,291, or 82 percent of the previous year. Air mail revenue was 80 percent of that for the previous year but express revenues were 173 percent of the preceding period.

Employment on NWA commercial and war projects showed a net increase of 371 persons, with more than 10,300 employees. Northwest professed to be the largest domestic airline in number of employees.



PCA TRAINING SPEEDS RESERVATIONS

Pennsylvania-Central Airlines credits an intensive training program of reservation agents with expediting war travel. Young women from every section of the country are undergoing a concentrated course of instruction under Chief Instructor Dale Madden at PCA's reservation school. For a month they are trained in reservation details and given a working knowledge of airline operations from engine overhaul to radio operation. Each must earn a three-star radio operator's license before graduation. Pastured are Madden and Jane McConers of Pittsburgh, Jane Christensen of Appleton, Wis., Joan McCune of Cleveland, and Laurene Feltham of Milwaukee.

Canadian government, it was announced at the meeting, with manufacturers of complete aircraft and transport operating companies—all members of the association—represented.

The first problem before that committee is the development of the ability of the industry to create designs for postwar aircraft.

Officers Re-elected—The officers and directors of the association were all re-elected, with R. B. C. McDermott of Northrop Aviation Ltd., Montreal, as president; C. R. Buckman, Canadian Pacific Air Lines, Montreal, as vice-president; W. F. English, Trans-Canada Airlines, executive secretary; M. E. Aubin, Canadian Pacific Air Lines, (aircraft overhaul section), Winnipeg, honorary treasurer; and directors J. N. Baird, British Airplane Sales Ltd., Montreal; W. R. Deane, Fleet Aircraft Ltd., Fort Erie, Ont.; P. C. Gerrard, De Havilland Aircraft, Toronto; Grant MacDonald, MacDonald Ross Aircraft Ltd., Winnipeg; C. D. Thompson, Canadian Pacific Air Lines (air observer school), Montreal; Walter F. Thom and W. R. Marshall were re-appointed as general representative and executive-secretary respectively, with offices in Ottawa.



Need Man Trained for LEADERSHIP in Aeronautical Engineering? — Look to Paris

Graduates of Paris Air College are now serving in these positions of leadership in the aviation industry.

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Aeronautical Engineering is only one of the subjects covered in the Paris Air College, also, aircraft design, flight, and French language—into which Paris graduates are prepared for positions of responsibility in the aviation industry. For more information, send your personal requirements, with or without Officer's Photo, to:

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Box 11, Lehigh, Pa.

TELLING THE WORLD

An advertising campaign by Nash-Kelchman Corp. during its trade and ground magazines, and television is the company's participation in the war effort. Copy stresses the fact that it is now one of the world's largest aircraft propeller producers.

Henry Wright takes up his duties as director of the Industrial and Public Relations Department of Monsanto Chemical Co. on Dec. 1. For the past four and a half years, he has been executive vice-president of Associated Industries of Alabama. A former newspaper man, with the Associated Press, he has also served as assistant director of Public Relations of the National Aeronautics Administration.

Richardson Instrument Division of Square D Corp. has released to employees a booklet entitled *Your Part in the War Effort*. Because of the high percentage of women employed, the information is partly non-technical. Stressing the importance of correct instrument being made, the booklet tells, in narrative fashion, the various ways the instruments, particularly the altimeter, come into use in a typical bombing raid. The booklet was the result of a survey made among supervisory employees.

Vega Aircraft Corp. recently issued a series of posters designed to acquaint workers in the engineering department with what other workers were doing. Headlined: "What are those people doing?" copy explained the function of secretaries, receivers, officers, and other groups—47 in all. The words "We are fighting the war here, too!" appeared off the poster as each section. The poster, for instance, read after the heading and photograph: "They are reviewing some of the 49,000 call logs needed in the days to build a Vega bomber. In 1947, 44 part letters caused 104,047 part requirement cards. This is part of the great program to produce more airplanes to fight the enemy. They are helping to 'break the enemy's sleep'."

So great an interest was manifested by department employees, that a similar series is reported planned by Vega for other parts of the factory.



Port Executives Oppose New Air Bill

Association asks Congress to leave Civil Aeronautics Act unchanged

The American Association of airport executives, at a recent board meeting in Chicago, asked Congress by resolution to take no action on proposed aviation legislation, leave the Civil Aeronautics Act unchanged until after the war and cease future aviation legislation to problems of foreign air commerce.

Captain Lea 1944.—Referring to the Lea Bill to amend the act, the Association's Board decided that "there is no immediate need for this legislation, as the President of the United States is now armed with full powers under the Defense Act to regulate all aircraft, civilian or otherwise, and in the light of the present emergency there is practically no civil aviation existing today as such."

There was ample time, the board suggested, for consideration of such legislation, "since the needs of post-war aviation are more a matter of conjecture than of knowledge, and the planning for foreign air commerce must be considered separate from the problems of postwar aviation within the United States."

Air Cargo Rate Cut Urged as Trade Spur

Wood, Douglas design official, calls of transport outlook

Reduction of air cargo rates to reasonable values not only will make air cargo a big business but now profoundly affect the prosperity of our country and the world. This is the opinion of Charles Wood, chief preliminary design section, Douglas Aircraft Co.

Wood holds that the big probable field for air cargo lies in transportation of perishable and relatively high value, climate-sensitive goods.

Long, Short Haul—"Economic considerations show that the actual operations of the cargo airplane will determine the relative importance of speed of loading and the weight involved," he said. "Short range operations demand speed of loading, but long range operations demand minimum weight penalties. Economic statistics indicate an enormous increase in potential air cargo as rates are reduced. The nature of air cargo actually developed depends on the advantage of air trans-



BRANIFF LISTED:

Emil Schrein (left), president of the New York Stock Exchange, greets E. J. Braniff at trading in Braniff Airline common stock opened on the Exchange.

port over other transport in speed and convenience."

Wood expressed his views in a discussion before the Air Cargo Engineering meeting in Chicago, Society of Automotive Engineers, Aircraft Activity.

Speed Emphasized—Speaking at the same program, J. G. Berger, of Pan American Airways, emphasized that speed in the private ownership of air transportation and that while other advantages are offered, none is so important as speed. He urged that all possible be done to retain the speed advantages of air cargo, as that the selling advantages can be maintained and improved. Berger said the importance of designing more speed into an airplane should not be underestimated, because it is an increasingly important factor.

Yard Corps, assistant general trade manager, Pennsylvania Railroad, told the meeting that by far the greater proportion of rail revenues are obtained on traffic which would not be acceptable to investment by air, at least for some time to come.

Rail Dependability—He contended that, on the bulk of traffic, a few hours on the short hauls and a day or so on long hauls "are not by any means as important as consistency or dependability. Declining to make a forecast of the volume of traffic that will be transported by air in any stated period in the future, Braniff said he believed he was perfectly safe in saying that the problem will be resolved by the law of economies.

E. J. Foley, assistant to the vice-

SHORTLINES

Con-way mail service across Mexico is to result from a contract between the Mexican government and TACA, which will begin to carry air mail to all points it serves in that country. Mail formerly took a month to go by river and train from the east coast to Mexicali on the west.

Pan American reports an increase in its service between the United States and Alaska, from two-weekly to daily. Lockheed made the Seattle-Portland flight in 12 hours and 39 minutes.

Aeromexico-Canada's passenger travel in October was 1,807 or 34 percent higher than in the 1942 month. PCA also reports air express it carried from Pittsburgh in October 160,021 lbs., was 42 percent above October, 1942, while that from Milwaukee (3,137 lbs.) was 258 percent higher.

Flights are being made by Panair do Brasil, S. A., Pan American subsidiary, to serve the Brazilian airports a 40 percent increase in its domestic capital having been raised to a nominal figure of \$4,000,000. Pan American will retain \$2,400,000, or 60 percent.

An act creating an air corps board to control and manage land, buildings and equipment at the Reynolds airport has been passed by the Colonial Parliament there.

Pan American reports that the Mexican Airline, Aerolineas de Mexico, has added two daily flights between Monterey and Mexico City. Service formerly was up-a-day. CTA's service frequency between Merida, Mexico, and Havana, formerly by PAA, also has been increased from two to three times a week. The increase applies to the actual air time, a troop carrier squadron and a weather squadron.

In an effort to clarify the term "air transport," the War Department announced that the expression was War Dept. (including Command), Navy Dept., Maritime Commission, Aeronautics Control Office, and Office of Lend-Lease Administration.

provision of Engineering, American Airlines, told the meeting it was his opinion that air cargo development is general will come first in the field of long range movement and at a later date the short haul traffic may take up its own. He suggests that the decision for air cargo requirements four different types of cargo, two of which are related to speed of movement between airports, the other two directly to the handling of cargo at origin and destination.

Express Service—The speed classification in express mail, by Federal express service, in all probability offered on combination passenger

passenger revenues over those for the same month a year ago is announced by Continental. The increase from September, 1942, to September, 1943, passenger carrier number 30 percent over October, 1942, and 6 percent over September, and passenger revenue was up 50 percent, with 30 percent higher than October a year ago. Performance record was 80.8 percent, compared with 77.2 in September, 1942, and 80 in October, 1943.

Fifty-one percent of stock in German airlines, formerly held by Germans, has been provided by the United States, which already held the other 51 percent. This was disclosed when Generalissimo Franco decreed nationalization of the line. Quantas from London, Netherlands West Indies, has made possible the resumption of operation between Barcelona, Madrid and Lisbon.

Transcontinental Air Lines carried 2,097,717 lb. of mail in the first nine months of 1943, 104,347 passengers and 174,616 lb. of express. Increases in the same period of 1942 were 1,307,004 lb. passengers, 20,441, express, 305,040 lb.

War Department has organized an Army Air Force Technical Center, dedicated to large-scale teaching of air war lessons as learned in actual combat. Located in central Florida, with headquarters at Orlando, the training center is under command of Brigadier General Pechko. The new organization occupies more than 5,000 sq. mi. and includes the AAF School of Applied Tactics, air defense wing, strategic bombing school, complete tactical air force, a troop carrier squadron and a weather squadron.

In an effort to clarify the term "air transport," the War Department announced that the expression was War Dept. (including Command), Navy Dept., Maritime Commission, Aeronautics Control Office, and Office of Lend-Lease Administration.

and cargo planes, and the second, deferred cargo such as the services offered by certain Latin American air cargo operators. It should be assumed that the express service would move at a slightly higher rate than the deferred cargo classification.

As to the origin and destination handling type of service, the first is providing for pick up and delivery and the second provides for delivery and pick up by the consignee and consignee, respectively, and in reference to the latter service, a different rate structure should prevail.

Name Calling Is No Help

HATED ENLIGHTENMENT between various groups over the Lea Bill is still splitting aviation's ranks. The airlines are convinced of the value of the measure to them and the Air Transport Association members are working for its passage. Private flying and state aviation interests represent the chief opponents who are openly growing hostile. They are not organized. They resist what they fear is a bad idea. They intend.

Charges and counter-charges are flying across the battle lines and in the headlines, and probably will keep up the din until a united front can be formed out of the chaos. No amount of redundant speech-making will convince skeptics on either side. The disagreement on the floor at the Oklahoma City Conference was unfortunate. There appears to have been too much emphasis on campaign planning and tactics, and too much pressure to force through a motion for the convention to go on record for the bill. The various groups did not get down to fundamentals.

If the complaints from the states are an accurate index to the difficulty there should be more light shed on the bill to convince the private flyers what the bill is and is not. They have been told many things that the airlines deny are true. The airlines should get together with private flying, clear away the confusion, and consider the possibility of making concessions on several points which, after all,

may be more important to non-scheduled aviation than to the air transport industry itself.

Private flying so far in this matter has not had a single group on which it has depended for trustworthy interpretation of the act as it stands, nor has it been able to meet with the airlines for a give and take, down-to-earth discussion of policy, free of posturing for a deadline and a position. Neither has it had a single spokesman who would organize and clearly its stand in one-two-three order.

According to reliable individuals for private flying, the points of disagreement are probably fewer than all the smoke and fire would indicate.

To reach the conviction that non-scheduled aviation can't organize itself well enough to decide what it wants is not helping solve the problem.

The airlines, as the only organized, vocal group, should offer to meet with any and all non-scheduled aviation delegates who can attend a meeting. The non-scheduled group then would be obliged to organize its delegates and spokesmen, air around the table and look at the Lea Bill together. A stand should not be forced. The purpose of the meeting should be to remove the doubts and objections of private flying. It certainly would be more likely to produce results than the current campaign of inflammatory speeches, accusing each other of making deliberate misstatements, and issuing name-calling press releases.

Competition After the War

PROPER CROSS-COUNTRY officials have permitted TWA to announce that its flight crews have made 1,100 trans-Atlantic flights in less than 20 months. Other domestic lines such as United and American are also making history over oceanic flying. Before Pearl Harbor none of these companies did more than cross the U. S.-Canadian border regularly. Pan American has made more than 5,000 transoceanic crossings since hostilities began. American Export is flying the Atlantic regularly.

TWA's full page advertisement itself, announcing its 1,100 ocean flights, which appeared in newspapers throughout the country, made clear that "We are happy to confess that TWA is by no means the only airline rendering this type of service to the world's far corners."

It says further, and rightly so, that "The vast over-ocean flight experience now being amassed by U. S. airlines has become a national asset of incalculable value. It gives bright promise of what the industry can accomplish as postwar transportation. We must guard against the loss of this asset and make sure that it shall be used to the nation's utmost benefit in the postwar era."

TWA's disclosure of the extent of its important and successful over-ocean flying dramatizes one of the best reasons why no airline company or organization should be delegated exclusive right to postwar international flying under the American flag.

The announcement should help to stop circulation of the contention so long held that transoceanic flying was possible only for those with many years of experience. A half-dozen U. S. lines are acquiring the know-how in this type of service which is necessary to furnish the liveliest and healthiest kind of competition for the pioneer in the field.

The result bodes ill for any company which still clings to the belief that the American people will tolerate a "closed" instrument to operate all of our international, commercial flights.

As long as there remained only one over-ocean operator, it set its own standards of perfection. It was not difficult to convince the nation that there was no other trained aggregation of executives, flight crew, maintenance and administrative forces set up who could do the job. That was true.

It was not difficult to associate with conviction that the best service that could possibly be offered was being offered. That was debatable but none could prove it wrong.

As first a record as Pan American Airways set up—and there is no far-fetched individual who would take credit from the company's accomplishments to date—there appears little basis now, after two years of war, for believing we should go back to the closely restricted field of foreign air operation we had two or three years ago. "TWA's 1,100 trans-Atlantic flights, for example, is strong evidence against it."

Rosney H. Wood

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